

1887. NOW READY. 1887

THE CHRONICLE AND DIRECTORY
FOR 1887.
With is incorporated
THE CHINA DIRECTORY.
(TWENTY-FIFTH ANNUAL ISSUE),
COMPLETES, WENT APPENDIX PLANS, &c.,
ROYAL 8vo, pp. 1,156.—\$5.00.
SMALLER EDITION, 16mo. 8vo, pp. 776.—\$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.
It contains DESCRIPTIVE and STATISTICAL
ACCOUNTS of, and DIRECTORIES for
HONGKONG—JAPAN—

Do. Ladies' Directory Nagasaki.
Do. Peak Director Kobo (Hyogo).

Do. Military Forces Osaka.

Do. Chinese Hongkong.

Do. Canton. Yokohama.

Do. Amoy. Niigata.

Do. Taku. Hakodate.

Do. Foochow. Takao.

Do. Tsinan. Tsinan.

Do. Kienning. British North Borneo.

Do. Keeling. Saigon.

Do. Foochow. Chelot.

Do. Ningpo. Cambod.

Do. Shanghai. Taku.

Do. Chinkiang. Tsinan.

Do. Kienkiang. Kienkiang.

Do. Amoy. Haikow.

Do. Tsinan. Ichang.

Do. Ningpo. Chingking.

Do. Foochow. Chaofo.

Do. Tsinan. Tsinan.

Do. Amoy. Tsinan.

Do. Foochow. Foochow.

Do. Ningpo. Ningpo.

ing a Hebrew to a diplomatic office has been attended with gratifying results.

Private letters from Straus, Minister to Turkey, show that the official and social position of our new Minister to the Sublime Porte is well assured. A much earlier date than usual was fixed for his arrival at the Sultan, and the arrival of the Rabi' (month of fasting) necessitated a postponement of the original date, the selection of a day very soon after Straus' arrival in the city indicate the friendly attitude of the Ottoman Government.

The American Minister is usually invited to make an address at the commencement exercises of Robert's College, which was founded and is maintained by Protestant missionaries from this country, but managed by the Sultan, and that students of a dozen races and from a dozen countries are in attendance. The fact that the American Minister on this occasion was a Hebrew made no difference with the managers of the college and Mr. Straus cheerfully accepted the invitation, which was extended to him soon after he reached Constantinople.

As most of the American residents in Turkey are Christians, the members of the mission societies, most interested here, consulted with Straus' appointment before it was made. They cordially expressed their entire willingness to intrust their interests to the care of Mr. Straus, and the Minister received congratulatory addresses from the Baptist and Congregational missionaries immediately after his arrival.

Mr. Straus has received marked attention from the members of the European nations at Constantinople. Quite a number have been presented with a magnificently embossed address of welcome from the Hebrew residents of the Turkish capital.

EXCOMMUNICATED.

LONDON, 26th June. The Archbishop of Collogne has excommunicated Thaddeus Scholmacher for challenging Baron Scholmacher's right to the title of

THE PANAMA CANAL.

SAN FRANCISCO, 23rd June. Hon. W. H. Russell, a member of the New York bar, formerly of St. Louis and a prominent Democrat, having arrived on the steamship San Jose from Panama, was interviewed by a "Chronicle" reporter yesterday as to the incidents, observations and impressions of his trip by water from New York via the isthmus.

The Right Hon. John Galliard Hubbard, Conservative member for the City of London, has been raised to the Peerage.

THE LIBERAL UNIONISTS AND THE IRISH LAND BILL.

A meeting of Liberal Unionists, Lord Hartington presiding, has unanimously resolved to accord support to the Irish Land Bill.

THE JUBILEE REVIEW AT ALDERSHOT.

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The Edas ship-railway project possesses many advantages over the other two.

It is said that the Edas will command the confidence of New York, London and Paris, and will attract capitalists and business men.

It brings the great ports of Europe, the East and the West from 1,000 and 1,500 miles nearer to each other than either of the other projects, and over 10,000 miles shorter than the Osa Horn route.

Captain Andrews, who was with the Edas for many years in building the St. Louis bridge and the Mississippi river jetties, is a practical engineer and a man of great experience to carry on and complete the rail-road.

The Southern Pacific coast affords a rich field for California capital and enterprise, and the San Francisco merchants should awaken to their local advantages and interests over the cities of the East and Europe. Our citizens should push the spirit of a revival of American shipping interests to the front and secure proper protection of American shipping in the Pacific and South America, afford great fields for future development and wealth, and our people should aid the American Shipping League, now in session in your city, to a full realization of its purposes and hopes. There ought to be a great national shipping yard on the Pacific coast that would build as fine vessels as sail the seas, and the Government ought to build the plant and turn it over to some good parties who would have the interests and future welfare of the Republic at heart.

THE PANAMA CANAL.

NEW YORK, 23rd June. The Pacific Mail steamer City of Pura arrived yesterday from the Isthmus of Panama, bringing three French gentlemen interested in the Panama canal—M. Jucquier, Director-general; M. Chavrier, Captain, and M. Hebeau, Secretary. They said that the French were in full agreement with the promoters of the De Leerssen enterprise or about its financial position, but he added: "I can say that in three months' time from now there will be twenty-two kilometers of earth dug out between Colon and Panama."

Another passenger said—As far as my own knowledge of the present state of affairs on the isthmus extends, I can tell you that the work of the canal is in a stagnant condition—almost at a complete standstill, and that these gentlemen are going to France to try to raise the wind and see if they cannot shake the stockholders little."

CHICAGO, 14th June.

W. J. Gillespie, a native of Chicago who for the last two years has been in a prominent position on the Panama canal, arrived here from Panama yesterday. He is in the employ of an American dredging company which is working on the canal.

"There are from 12,000 to 14,000 men at work at the canal at present," said Mr. Gillespie, "but if the canal does not soon get under way the work cannot go on much longer. There has been a great management in every direction. The parts of the canal that have been excavated have been allowed to fill up with clay washed down by the river, so that much of the work has to be done twice. Immense quantities of useless machinery, made principally in Belgium, are strewn all along the route, lying idle and rusting. In some places the Panama canal has been dredged after being cut, the earth being taken and used to fill in the old one. There is much mismanagement in every direction, and such a general slipshod way of carrying on the business that if they had all the money they wanted I don't believe they could have the canal finished for ten years."

"What is needed to put it through is to put it into the hands of a few American contractors, and if the work is done at the beginning, the canal would have been completed with the money already expended. If these companies would let contracts, not for excavating so many thousand and hundred thousand cubic metres, but for completing so many miles of canal, then the work would be done. Of course, it is a contractor doesn't care about the washing-in matter."

Mr. Gillespie seems to think it possible even probable, that the whole project will be allowed to drop, but that the American generation in control. He thinks if it does not go on, the project is fairly started and put in the hands of enterprising American contractors, with the experience of the Panama project before them, and knowing what to do and what to buy, they will be able to complete the next canal easily

within five years or before the Panama can be three-quarters finished. This would kill the Panama business completely.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer Wing-sang, with the Indian mail, arrived here yesterday morning. The following telegrams are taken from Indian and Ceylon papers brought on her:

PARLIAMENTARY ELECTIONS.

LONDON, 8th July. Mr. Aird, Conservative, has been elected M.P. for North Paddington in the place of Mr. Cohen, deceased, defeating Mr. E. Ronalidge, Liberal.

Mr. Walker Ballantyne (Gladstonian) has been elected M.P. for Coventry in the place of Mr. H. W. Estlin (trained to the Peacock) by a majority of 16 over the Conservative candidate, Colonel Estlin.

Mr. Bolith (Liberal Unionist) has been returned unopposed for St. Ives in place of Sir John St. Aubyn (raised to the Peerage).

Sir George Trevelyan (Gladstonian) has come forward as a candidate for election for Glasgow, the sitting member, Mr. E. H. Russell, having resigned.

NEW PEER.

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TO BE LET.

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WITH IMMEDIATE POSSESSION.SUITE OF ROOMS fronting the Praya and
Parker's Street, situated upon the Ground Floor
of Building, recently occupied by Messrs
MELCHERS & CO.These Premises well adapted for OFFICES
or STORES.

BISNÉS VILLA, POKEUM.

Apply to MESSRS. BELLIOS & CO.,
or to
SHAW & CO.,
ESTATE Agents,
Hongkong, 28th July, 1887. [132]

TO BE LET.

THE SECOND FLOOR of the House
No. 2, DUDDELL STREET, suitable for
OFFICE or RESIDENCE.Apply to LINSTEAD & DAVIS,
Hongkong, 28th July, 1887. [132]

TO BE LET.

TWO GOOD COMMODIOUS EURO-
PEAN HOUSES Nos. 131 & 135,
Queen's Road East, with Out-houses. Monthly
Rental \$40 and Tax \$10.YEE HING, LANDLORD,
10, Wellington Street,
Hongkong, 28th July, 1887. [132]

TO BE LET.

ROOMS in CLUB CHAMBERS.
Apply to DOUGLAS LAIRAK & CO.,
Hongkong, 1st February, 1887. [132]

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate
Rates, in First-class Godowns.STEAMED CARGOES discharged on
favourable terms.

Also Entire GODOWNS to LET.

Apply to MEYER & CO.,
Hongkong, 2nd July, 1887. [128]

TO BE LET.

A VERY COMFORTABLE
FURNISHED HOUSE, commanding
extensive Sea View and very Cool in summer.
Apply to THE HONGKONG DISPENSARY,
Hongkong, 5th May, 1887. [124]

TO LET.

ROOMS in "COLLEGE CHAMBERS."
Apply to DAVID SASSOON, SONS & CO.,
Hongkong, 30th July, 1887. [124]

TO BE LET.

THE EXTENSIVE PREMISES in
Queen's Road (next to the Commissariat
Buildings) lately occupied by the ROYAL NAVAL
SCHOOL.

Apply to —

H. HEDSIECK & CO.

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FORMS a complete register of POLITICAL,
COMMERCIAL and SOCIAL OCCURRENCES,
WEEKS, SHIPPING CASUALTIES, FIRE,
TYPHOONS, &c.DAILY PRESS Office, Wyndham Street
KELLY & WALSH, Queen's Road.

W. BREWER, Queen's Road.

Hongkong 28th April, 1887.

FOR SALE.

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUN-
BOATS BOILERS, 150 H.P. each, with
fittings, tested to 150 lbs. to the square inch, and
they are suitable for driving stationary
engines.1 Large STEAM LAUNCH BOILER, 2
Vertical Boilers, 1 Steam FIRE ENGINE
BOILER, 1 6-H.P. ENGINE, 2 STEAM PUMPS,
2 Horizontal and 2 Direct Steam PUMPS.1 Large STEAM LAUNCH MACHINERY, 1 STEAM
MACHINERY, 1 DRILLING MACHINE, 2 EMERY
TOOL GRINDERS, 1 Patent FAN BLOWER.5 Boxes TAPS and DIES, 1 Large double
purpose CHAINWHEEL, 2 Weston's PA-
TENT BLOCKS, 4 & 8 tons, 6-8 tons HYDRAU-
LIC JACKS, 2 double acting HAND PUMPS,
1 FORCE PUMP for Testing Boilers, 5,000
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TENT BLOCKS, 4 & 8 tons, 6-8 tons HYDRAU-
LIC JACKS, 2 double acting HAND PUMPS,
1 FORCE PUMP for Testing Boilers, 5,000
ft. Water TOWER, 1 Barge, 1 Patent SAW
SAWING MACHINERY, 1 Large
Hopping MACHINE, 1 STEAM
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